





occasion to go by railway train last Thursday right to Wagga Wagga. He tried to get into a compart-

ment of a first-class carriage, and was told by Mr. Johnson, the station-master, one of the men on the platform, that the carriage was engaged if it was only occupied by two persons, who had paid for the first-class ticket. But these men being the lowest class of Melbourne workmen, he doubted whether they had paid for it. The largest part of the railway carriage was crammed to excess, and another part was occupied by Mr. Finlay. He liked a smoke, and as there was a regulation that prevented him from smoking in the carriage, he went to the smoking compartment, and the train proceeding to another station, again entered into that compartment where these two persons were. Again he was told it was engaged. As he thought that the men had not paid for the first-class ticket, he went into this compartment, he again tried at the Mitlington station, and he told the station-master he doubted whether these men had paid for the first-class ticket. The train was now at the Mitlington station, and the station-master, seeing the number of tickets they ought to have had, told him that he was wrong, and he said so. He asked the guard if he would be kind enough to ask these men to pay for the first-class ticket, and he said that he would.

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He said it was a view with a view to the opening of the line to Wargua Wagon. Now that was the only station which was to be opened for the north and south. The Government charged the north and south to charge them the highest rate. The rate of June, which was 254 miles from Sydney, had to pay £4 14s. 8d. per ton per mile for their produce. The rate for Wargua Wagon, 20 miles further along the line, got the same rate. He contended that that was most inequitable. He thought this most unfair. While he was at Wargua he had seen the Government's carriage on cattle between Wargua and Sydney. For the first 100 miles it is 8d. per ton, for the next 50 miles it is 5d. per ton, and for the next 50 miles, and after 200 miles it is 5d. per ton per mile. He said that was most inequitable.

attle that he could send them down at the later rate, at a cost of 50 and some odd shillings, but he found he had to pay 75 for sheep and 100 for cattle, and sheep were carried at the same rate as cattle. He said that the Government had a fixed rate of 3d. per truck per mile, against 5d. for cattle, and that the rate for cattle—making between Wagga and Sydney, 24 1/2 miles—was about 25 1/2 d. for cattle; and he could not see how it was possible for the Government to charge more weight than trucks of sheep, and were more easily handled; besides, the cattle trucks could be used to send sheep, and the sheep trucks were useless for that purpose. He said that cattle trucks were useless for that purpose, and that sheep ought to be charged more; but, taking one truck for sheep with another, the value of a truck of sheep was quite as much as that of a truck of cattle, while at the same time a truck of sheep to be worth 70, while at the same time a truck of cattle was not worth more than 40 or 50. What was wanted was a fixed rate, at so much per mile, and the distance was to be taken into consideration. Government officials were allowed to interfere in what they thought nothing about, so long would there be confusion. He would think that the Government would be better off to have a fixed rate of carriage under the 500 miles shown, and that the Government

He did not think the Government had any right to compete with the people of Victoria, and carry certain goods at a lower rate than they could get elsewhere.

Mr. SUTHERLAND said he was not a merchant. Nor had the Government any right to carry goods at a cheaper rate on the southern coast than they did on the west and northern coasts. This would be to give one side an advantage which no one could get hold of if it attempted to understand it without getting his brains muddled. The rates for goods were fixed by the Government, and they were not changed about so frequently as they are at present.

Mr. SUTHERLAND said the present railway charges were simply the extension of the charges that had been in force for a number of years, and were equal to those levied by the Minister of the Crown. The system applied to all parts of the colony, as the length of the various lines extends through the colony. There is a percentage added to the cost of carriage according to the distance of each line to all parts of the colony in proportion to the extension of the line. The system had been acknowledged by both House, and by three or four Governments; whether it

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the case of Sir James Martin, the only time he travelled by rail was on the day of the accident. It was pointed out that with gentlemen he had three of his family with him, and that the railway company would not have allowed them to travel that had been made with reference to Sir James Martin. The rates of carriage were certainly unequal as to weight and distance, but they have been so ever since the railways were first established. It was pointed out that the railway companies have been so on all the railways in the world—the rates always provided that the greater the distance the cheaper are the rates in proportion. If it were not so, the railway companies would be ruined. It was pointed out that it is no more reason for it. Those who travelled long distances cost more in proportion to the department than those who travelled short distances. It was pointed out that the railway companies have no right to blame the officers on the ground that they were responsible for it. It was the Minister's duty to see that the railway companies were properly regulated and that the railway companies were properly regulated. Therefore the officers should not be blamed, and their names should not be brought before the House so often, wasting the time of the House which might be more profitably employed on other matters.

Mr. WATSON thought the Minister for Works had treated Mr. Evans and Mr. Johnson rather harshly. He thought those gentlemen were liable at all, they were only liable for the amount to the station where the railway was first established. As regards the goods shed he thought that the Minister for Works was to be commended. The Minister for Works had a good deal to say about the rates for many years was well known. The Minister had only reduced the rates as the railway extended into the interior. But there were some anomalies. He would like to see the Minister go to Juneau, and see the rates there, and he sent them on to Waga with instructions to be forwarded back there to Juneau, and he saved \$1 per ton by doing so. It should be borne in mind that the reduction at so much per ton was not on the total tonnage but only on the increase. He said the rate to Waga was 50 cents, and the rate to Juneau was 50 cents, and the rate to Waga was 50 cents, and the reduction was 50 cents; that reduction of 50 cents, was only on the total tonnage, and the rate to Waga was 50 cents, and the rate to Juneau was 50 cents.

Mr. DAY was surprised to hear the hon. member say that Mr. Evans had been harshly dealt with. He thought that, if any person were properly treated, he could not understand how any person should be allowed to act in that way. He thought that the hon. member had been very unkind when cases like the present were brought forward. Why, when the whole department would be disgraced if any authorities were allowed to behave in that way. He thought that he had been in the position of Minister for Work and Pensions, and that he would have suspended the man until the matter was cleared up, and not merely have inflicted a small fine on him. He thought that the hon. member had been very unkind in disgracing themselves in such a manner, what could be said.

pected from the petty officers of the department. It is not a matter of thinking that Mr. Evans had been harshly dealt with, but that he ought to have been expensed until a thorough investigation had been made into the charge against him, and if the charge was proved he ought to be dismissed.

Captain ENSLOW drew attention to the time-table of the tickets system was open to abuse, and led to frauds upon the public revenue by two persons making use of one return ticket—possibly he might be able to systematize the abuse.

Mr. F. SUTTON, who was in the Victoria system had been done away with; and it would be a good thing to make a reduction in the price of tickets here, as in Victoria, and to abolish the return ticket altogether, excepting those with the exception of those in connection with the Saturday excursion trains.

Mr. F. SUTTON also notified to two persons making use



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(FROM OUR CORRESPONDENT)

**GENERAL TENDERS FOR SALE,** on the Murumbidgee river, doing \$50,000 per annum, and capable of considerable extension; capital required, £2500; terms easy. **ADLINGTON RUSSELL**, agent.

**NOTICE.**—To Pawnbrokers and Others.—Wanted to dispose of the oldest Pawnbroking BUSINESS in New South Wales, and a very large trade; the proprietor wishing to retire through ill-health. For particulars, apply to **MR. J. EDGLEY**, 15, Cooper-street, Sydney.

**FIRST-CLASS COMPANY HOTEL £1500, doing** £10 weekly; furniture worth all the money; 3 years' lease; 1000 customers; buyers assisted; J. HUNTER, agent, opposite Markets.

**CHARLTON HOTEL Market Wharf, for sale** by public auction, on Monday, 10th October, 1876. £770, cash. Cause of leaving—prosperity from public business. Apply to **M. W. F. ALZANO**, Cashier, Hotel.

**ONE-QUART CHURN, 7s. 6d. BUTTER in** 14 nutshells. **S. HEBBLEWHITE, 432, GUTTER-STREET.**















**ROYDON.**—For SALE, a beautifully situated Cottage RESIDENCE, containing well hall, 4 large lofty rooms, dining-room (18 x 14), large kitchen, servants' room, verandah and garden; large extent of land, garden, and poultry yard, within easy distance of railway station.

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**EXTENSIVE Business PREMISES to LET,** in the town of George-street; premium required; rent moderate; license of sufficient extension to allow for an outlay to make a superior to any business in the city. Plan of improvements and further particulars, E. Ramsey, house agent, George-street.

**FAMILY RESIDENCE**, near Croydon, with large area of land, to LET. Apply Gilechrist, Stubbs, and Weston.

**LENMORE ROAD, Paddington.—To LET, HOUSE** 6 rooms, kitchen, bath, servant's room, speaking tube, verandah, gas, cooking range, copper, large yard. Apply on premises; or Mr. Clark, Campbell-street, at back.

**HOUSES to LET** in city, 12s, 13s, 16s 6d. James Pringle, 16s, Pitt-street.

**AIRDRESSER'S ROOM to LET.** 6s, King-street, 5 doors from George-street.

**HOUSE, 6 rooms, water, large yard 18. 2s 6d**

Bourke-street. B. Cooks, 323, George-street.  
 HOUSE, 5 rooms (large), balcony, newly-cleaned, H.  
 also, one, 18s. Keys at 17, Botany-st., near Oxford-st.  
 HOUSE and SHOP to LET, 6 rooms, corner of Wynd-  
 ham and Boundary streets. Apply to Mrs. A. Spence, No.  
 Boundary-street, Alexandria.  
 LARGE PREMISES, suitable for manufacturing or  
 storage purposes, known as Old Darling Brewery, to LET  
 low. Apply Standard Brewery, Elizabeth-street.  
 ONLY BEACH.—To LET, furnished, for twelve  
 months, a neat Cottage RESIDENCE, with great beautiful

**COORE PARK.**—No. 67, House, 8 rooms, bath, gas, balconies; rent, \$5 per week, taxes paid.

**O. 3, Belmont-terrace, Paddington,** 6 rooms, kitchen and every desirable accommodation; rent, 30s. Key at No. 1.

**NORTH SHORE.**—To LET, five-roomed HOUSE with water and gas. Apply to Mr. Connor, Union-street.

**NORTH SHORE.**—To LET, a neat 4-roomed COTTAGE, newly built, plenty of water, opposite Mr. Kennedy's butcher's shop, Alfred-street, 7 minutes' walk from Milner's.

**LYFORD.** Apply at new butcher's shop.  
**LYFORD-STREET.**—To Bootmakers, Clothiers, &c.  
**SHOP** to LET, boat side and central. Spragg and Adams.  
 Lyford-street.  
**PETERSHAM.**—Commodious COTTAGE to LET, 14 minutes' from station. Lewis and Conway, 503, George-st.  
**PADDINGTON.** Leicester-place.—To LET, 1st October, COTTAGE, 3 rooms, kitchen, servant's room, water closet, &c. John Perry.  
**PETERSHAM,** near the Station.—To LET, first-class semi-detached Gothic VILLA, 3 rooms, &c.; plenty of water; owner's convenience. \$ YLLS. For particulars apply to Mr. J. W. B. Smith, 10, St. James's-st., London, W.

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285 per annum, gas and water; immediate possession.  
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Apply J. F. Hill, 138, Pitt-street.  
**SMALL HOUSES** to let, Clarence-street South, near  
Masonic Hall. Apply School opposite.  
**TO LET.** No. 115, Lankely-terrace, Macleay-street  
Apply Tarks, Tickle, and Wright, York-street.  
**TO LET,** new butcher's SHOP, corner Liverpool and  
West streets, Darlinghurst. Apply on premises.  
**TO LET** New HOUSES &c. Apply, Bishop-st.

street, Darlinghurst; 10 rooms. O. H. Curtis, 141, Pitt-street.  
 O LET, HOUSE, 17, Winslow-terrace, Rushcutters Bay, near Darling Point Road, 3 rooms, water laid on. 15s to 16s per week.  
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 O LET, a large SHOP and CELLAR, in Pitt-street Apply 262, Pitt-street.  
 O LET, desirable RESIDENCE, every convenience Victoria-street North. P. Nash, 4, Spring-street.  
 O LET, 6-roomed HOUSE, garden; corner Coopers-street, Darlinghurst; 10 rooms. O. H. Curtis, 141, Pitt-street.

and short streets, SURRY HILLS. Keys next door.  
O LET, Part of a SHOP. 6, Barrack-street.  
O LET, HOUSE, No. 170, Woolloomooloo-street.  
Apply 168, Woolloomooloo-st.; Wanganheim's, Castlereagh-st.  
O LET, Two new double-front SHOPS and good  
Dwellings, \$1 week each. Shepherd-st., Shepherd-paddock.  
O LET, ROOM, 70 x 16, suit sailmaker or assembly  
room. Short and Co., Lime-street.  
O LET, Blacksmith's SHOP, stable for 2 or 3 horses.  
Apply Phoenix Hotel, Woolahra.

O LET, COTTAGE, four rooms, verandahs. Globe  
 Island Road, Petersham. D. Mackey, on premises.  
 O LET, a COTTAGE, 3 large rooms, stable, and shed,  
 large yard. Apply Arthur-street, near Moore Park.  
 O LET, 6-roomed very nicely furnished COTTAGE,  
 bath; 23s. Mrs. O'Brien, 463, Crown-street, Barry Hills.  
 O LET, HOUSE, 4 rooms and kitchen; 16s per week.  
 35, Newtown Road, opposite Victoria Park. Apply next door.  
 O LET, SHOP. 64, King-street.

TO LET, good SHOP, low rent; also, five-roomed HOUSE. Shine, Hibernia Hotel, Mary-street.

TO LET, SHOP and PREMISES, 176, George-street North. Apply C. KIDMAN, Oxford-street.

TO LET, from Monday next, one of those newly erected premises, Sussex-street, near A. S. N. Co., known as the "Five" Stores. C. KIDMAN, Oxford-street.

TEN MINUTES' walk from General Post Office.—TO LET, a neatly furnished Family RESIDENCE, gas and water laid on. E. Ramsey, 412, George-street.

**0** LET, two new **HOUSES** and **Shops**, in **Liverpool-street**, near **Castlereagh-street**. **Wangenheim's**, 156, **Castlereagh-street**.

**0** LET, old-established **Grocery** and **Green-grocery**, **BURNESS**, Shop and four rooms, stable, good yard; rent £24. **Fitzroy-street**, **Burry Hill**.

**0** LET, at **Berrina**, **COTTAGE**, six rooms, coach-house, stable, orchard, and garden three acres; rent £20 per annum. Apply to **Mr. G. E. Makin**, **Berrina**; or **Mr. J. Mills**, **George-street**.

**0** LET, small new 6-roomed **HOUSE**, **Well-street**.

**TO BE LET,** a commodious newly-erected Family MANSION, within 20 minutes of the General Post Office containing large and lofty rooms, fitted with handsome chairs and register grates, bathrooms: gas and water laid on: £200 per annum. Bradley, Newton, and Lamb, Spring and Council streets.

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DRUMHIST RESTATE, 20017 170 X 23, together or separate,  
suited for factory or workshop, being substantial and com-  
fortous.

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WANTED to LET, SHOP and PREMISES, for  
grocery; good position. Send particulars A. H. HERBOLD

WOOLLAHRA.—A corner SHOP and Dwelling to  
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OFFICES.—Suite of OFFICES to LET, Pitt-street

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**TO LET, Five Hundred Acres (500)** of good grazing LAND, within one mile of South Creek Railway Station, fully fenced and well watered. Immediate possession can be had. Apply to the undersigned.

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BAKER, 55, South-street  
 Adams, 50, Central Oxford-street  
 Lane street, William, Yurong, and Stanley streets, Woolles  
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 Nash, Haymarket, opposite Joint Stock Bank  
 P. Paisley, Balmain  
 Veet and Co., Newtown and Cook's River  
 Hinchcliffe, Waterloo  
 V. Miheli, Botany Road, Redfern  
 Mills, 205, George-street West  
 Wells, 142, Oxford-street, next Commercial Bank

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Notices of BIRTHS and DEATHS cannot be inserted in the

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The above table referred to in consequence of this notice of marriages having been sent for publication for the purpose of notifying respectable persons.

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